

condense itself and slow for the signal. Therefore, it exceeds its practical capacity.

SR 1139 -- It functions nearing its practical capacity from SR 1221 intersection to the Northern-Southern Railroad approaching the school zone.

SR 1221 -- It functions nearing its practical capacity from SR 1139 intersection to the US 264 Freeway.

Main Street -- Likewise, most traffic flowing from one part of Farmville to the other will ultimately be in contact with Main Street. It exceeds its practical capacity in the CBD area and at the intersection of US 264A to Thorne Street. It is functioning near its practical capacity from the CBD area to Thorne Street near the US 264A intersection; and from Wilson Street to Belcher Street.

Fields Street -- This is the major route employees travel to reach the industrial district on US 264A. It is also one of the streets for the US 258 Truck Route. Trucks are plentiful in this area with three percent multi-axle trucks on this corridor. It exceeds practical capacity from the intersection of US 264A to near the Northern-Southern Railroad. It is functioning near its practical capacity from Wilson Street to Pine Street.

Wilson Street -- Most traffic flowing from one part of Farmville to the other will ultimately be in contact with Wilson Street. It exceeds its practical capacity. It is the main east-west thoroughfare and all of the radial streets drain onto Wilson Street.

2020 TRAVEL ON THE EXISTING ROAD NETWORK

Farmville's existing road network already has several deficient areas as indicated by the effects of 1991 Travel on the existing road network. (See Figure 7) Given approximately three decades of traffic growth, congested travel will not stand still. Travel pressure on streets which already experience problems will escalate, as the area continues to grow. Figure 6 & 8 shows the Future Road Network with the 1991, 2015, and 2020 ADT's; and the Existing Road Network with 2020 Practical Capacities.

Problems are created by the radial system funnelling traffic towards downtown and internally generated traffic. As congestion in this area continues, travellers wishing to visit the area will gradually decrease as will economic prosperity. However once congestion is removed, shoppers will continue to frequent Farmville's downtown area.

THE DO-NOTHING ALTERNATIVE

During the development of a thoroughfare plan, changes to the existing road network is only one of the methods that are considered to relieve congestion and make the road network operate